

Twice a Month!



messing about in BOATS

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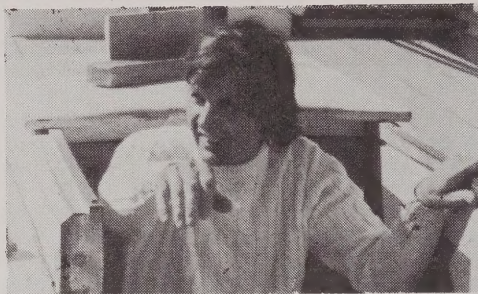
Our Next Issue...

will feature the beginning of a series on rowing to Alaska that didn't get into this issue; a daysail in the X21, a state of the art performance daysailer; coverage of a catboat race with some unique aspects to it; possible look at the Story Shipyard's new Chebacco 20; story of a day on a Boston Harbor island bringing sea kayaking to the public; another Dan Marcus traditional boat delight. Now, as usual, some of these may turn out to be wild promises, but they are all in the works, so if not the next issue, then the one after, or after...

On the Cover...

Steve Clark is doing what he does best, making time with his International Ten Square Meter Canoe. Steve is not only a world class competitor in this incredible racing machine, but also builds them, along with several other interesting boats at his, and partner Bruce Bender's, Quarter Moon Boatworks. More inside.

Commentary



BOB HICKS



In this issue, we return to our on again, off again series on camper cruisers, with a west coast design that had much east coast influence to it. NOOTKA SOUND has that northwest tone. And, in our next issue, we'll get another series going, this one on rowing to Alaska. So why are we picking up on some of this material from 3,000 miles away? Not because we're short of local stuff, but because the west coast stuff came to us from people who have seen this publication and thought it suitable for what they have to offer. And we did. Why? Well, NOOTKA SOUND, as you will see, is an eminently practicable craft for New England camper cruising despite its Manhattan Beach, California creator and its northwest of Puget Sound cruising grounds. And, that story on rowing to Alaska is a lot more than just a chronicle of some sort of endurance contest. The authors, ages 62 and 53 (husband and wife) have a whole lot of insight into what such an adventure can mean for the tired blood set, and their discussions of all that transpired are more than just war stories to tell around the campfire. And, as a clincher, they chose to use a Swampscott Dory! You'll be fascinated.

We've picked up on the serialization concept for some of the longer articles we now have in hand, and plan to do. Our twice a month schedule permits this without memory of the prior installment fading completely away before the next arrives. This enables us to continue to present a variety of topics and not totally dominate any one issue with one particular way of messing about in boats. Another short series coming up involves the Three Little Sisters, a discussion of three New England area daysailers that were popular in the '30's and '40's in the northeast and still survive today, albeit in far fewer numbers. So, you'll be finding more of these serialized articles carrying on from issue to issue. I recall that once the weekly magazines such as COLLIERS or SATURDAY EVENING POST did just that. So the idea has precedent.

As I write this column on July 22nd, just before we go to press with this issue, it is high summer and the busiest of the boating season. We are receiving an increasing number of calls

inviting us to go out sailing or rowing or paddling with someone in some interesting boat. Well, this is just about the best possible frosting on this cake, to be out in all sorts of boats and getting to know their owners/builders/designers. Because this sort of opportunity will present itself frequently over the short span of a couple of summer months, we'll not be crowding all the subsequent reports into the immediate upcoming issues, but will spread them out over the upcoming fall issues as well. Again, we don't want to just jam the space we have available with just boat ride reports, but we'll carry them on each issue in the order that seems to make the best sense to us.

How do we decide what boats to go out in? Easy, they are suggested to us, and we're open minded about what is offered, more enthusiastic over some, perhaps, than others, due to personal preferences, but we won't reject out of hand any chance to see what a different boat will be like.

And, we hasten to clear up the matter of what these reports are. They are not, "tests". We're not a Dan Segal, a guy who can wring out just about any sort of sailing craft, nor are we an "expert" at any sort of boating. Probably we are pretty much like a typical recreational boating person, with some basic skills and knowledge, enough to know what we are experiencing. So our reports are not "tests" but rather, "impressions," very subjective feelings as to how the boat seemed to us, what we noticed about it that we liked, or didn't like. You'll not be getting a lot of inside jargon and expert discussion of technical stuff. It'll be more just descriptive material with interesting details and personal impressions.

The opportunity to sail, to row, to paddle, to motor, to try ALL sorts of messing about in boats, certainly helps us to better focus our personal preferences, and this might, we hope, help the undecided reader who does not have the opportunities we do to do all of this. It might bring it into a somewhat closer focus for someone who has been thinking about something different in their own messing about in boats.



VICTORY's Circumnavigation

A cheery hello from the cabin of Victory, weathering a short bit of bad weather in a nice anchorage about 30 miles south of Sorel in the Richelieu River. This is the (one of) update you were promised of our circumnavigation. We've covered about a third of the projected 1500 mile leg of this trip thus far. We are on the verge of ENTERING the St. Lawrence River (at Sorel) and heading EASTWARD catching the excitement (and, frankly - FEAR) of the 450th celebration going on at Quebec City which includes the Tall Ships during the last week of this month. After that, the marinas and safe harbours are few and FAR between for this little schooner!

Our voyage began during that long rainy spell at the end of May. The result WE saw of all that rainfall on this trip was huge amounts of flotsam in the form of timbers, tree limbs and whole trunks floating along especially at the mouth of rivers in L.I. Sound and 350 MILES up the Hudson River and Champlain canal system. Karin and I HAD to be on the lookout AT ALL TIMES for debris which could at any time ruin the propeller or damage the hull somewhere. Things REALLY got nasty when after a couple of weeks the flotsam got semi-waterlogged and very hard to see!

The Long Island Sound part was perhaps better than I figured it'd be and the horror stories about HELL GATE entering the East River were NOT born out at all. New York harbor was clean and free of debris on the day we rounded Manhattan Island's southern tip. But raising our barn-door gaff-mainsail to

take advantage of the light southerly wind in the Hudson River, Victory began one of the most scenic voyages we've ever been on from the Palisades in N.J. to the Highlands in the upper Hudson on up to the Adirondacks and Green Mountains in N.Y. and VT. flanking the very beautiful Lake Champlain. Your readers may be interested to know that after unstepping the whole rig to traverse the 12 locks from Troy, N.Y. to Whitehall, N.Y. we again stepped the rig to SAIL the 70 odd miles of Lake Champlain only to UNSTEP for the 9 locks to Bassin de Champly where we AGAIN stepped the rig....WHEW!!! Were we worn the hell out.

Karin and I met some very interesting people, boats which were well suited for this region (a bit odd to us New Englanders) and marinas which ranged in size and scope from a single fixed dock with gas only to a modern yard with a marine store which would shame ANY yard in Southern N.E. (the yard is Shelburne Ship Yard, incidentally, in Lake Champlain - adjacent to Burlington.) One fellow in particular was a man who had gotten fed up with FARMING and opened a "marina/campground". This tobacco-chewing dude did not want ANYONE thinking he NEEDED their business and he was a real show..... but we and he got along famously and he took his first (short) sail on a (sail) boat with us (spitting his tobacco to WINDWARD all the while!) and we were the richer for having spent time with him.

Will send updates soon.

Al & Karin Butler



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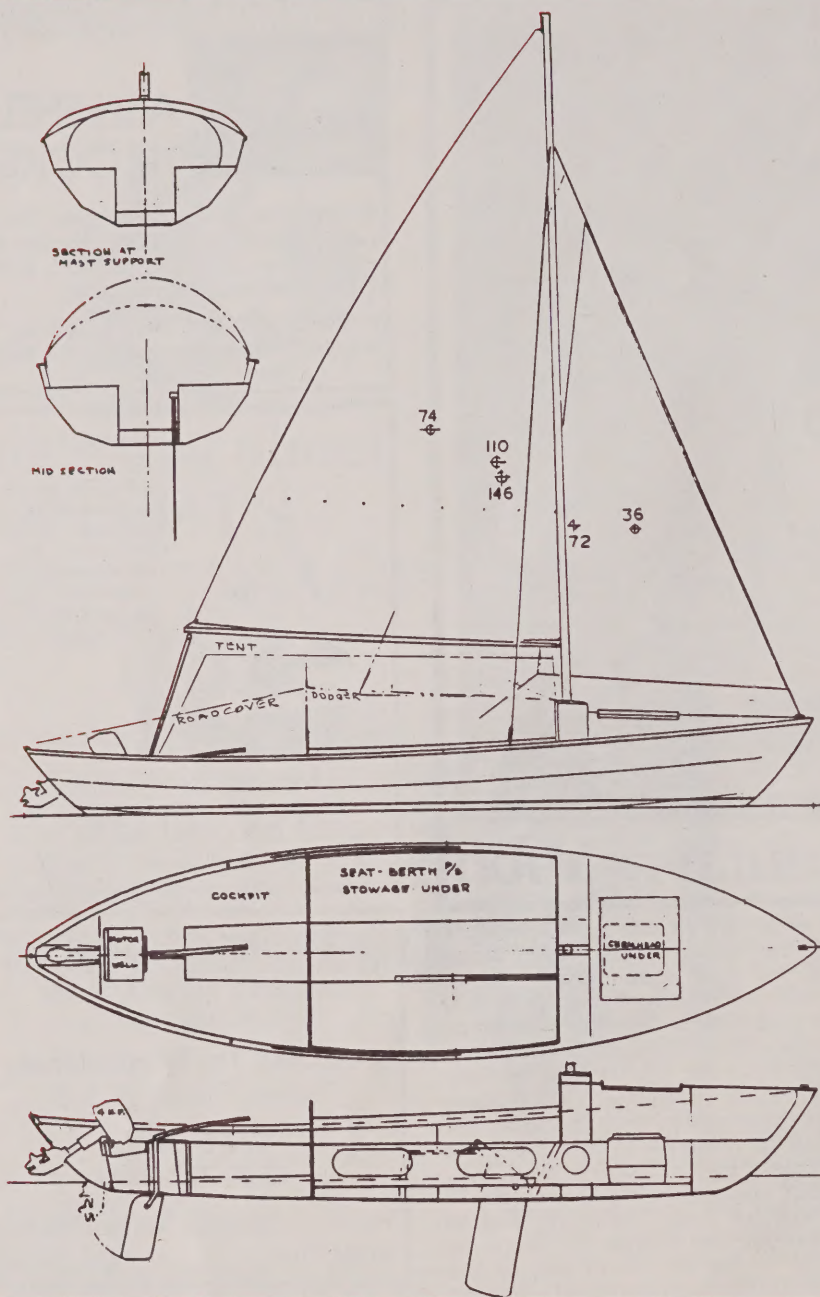
In Search of a Camper/ Cruiser

NOOTKA SOUND

L.O.A.	20' 0"
L.W.L.	16' 6"
BEAM	5' 6"
DRAFT (HULL)	0' 7"
DRAFT (CB)	3' 0"

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NOOTKA SOUND is a camping cruiser. It was an original design for Bob Young of Lake Oswego, Oregon, but generally similar to several earlier designs. Among the requirements were: Light weight for good trailerability with normal family cars; shoal draft; good performance with sail, oars or a small outboard motor; and good rough water performance. The main requirement, though, was cruising facilities for two people, somewhat better than backpacking, if not up to luxury yacht standards.

Camp cruising has been going on at least since John MacGregor with his Rob Roy canoes beginning in 1865. MacGregor said that the drawback of his little canoes was that progress was mainly dependant on muscular effort, that food must be had from shore, and that he could not sleep on the water. Later he had a 21 foot yawl which overcame those deficiencies but lacked the easy portability

of his canoes. Modern light trailered boats now available can provide what the canoes lacked and portability too. Provisions for sleeping aboard enable the crew to use campground facilities on long hauls that require stopping overnight.

Trailerability is a key word. Here on the West Coast we sometimes drive a long way for our boating. From Los Angeles it is about 1200 miles to Port Townsend, 1100 to Yellowstone Park and 1200 to the tip of the Baja California peninsula. Such distances make one appreciate the advantages of a lightweight rig. NOOTKA SOUND and trailer can be made to gross out at under 1000 pounds. This makes towing without special equipment possible for most the present crop of smaller cars.

The hull form is pretty much Swampscott Dory, with a bit of whaleboat mixed in. It has the flat bottom of the

dory but the bilge sections are filled in somewhat, increasing the displacement and minimizing the "tiddly" nature of the dory. The flat bottom is a big plus for trailering.

The construction is taped seam plywood. This system makes a boat that is light but very strong. It never leaks. It is ideal for the amateur builder. Boatbuilding skills are not required, and the average amateur can do a very creditable job the first time.

Marine grade fir plywood is used for all structure. The bottom is 1/2" and the rest 1/4". All joints are jointed with fiberglass tape and epoxy and the exterior is sheathed with fiberglass cloth and epoxy. The benches on each side form the cockpit seats and berths. Fixed foam flotation under them can provide stability if the boat is filled with water. The space under provides ample stowage. The board is steel plate, with the trunk offset to

give better foot room. The inboard rudder swings up and can be removed by pulling a plug from its trunk.

Bob's friend Sam McKinney had been operating group canoe cruises on the west coast of Vancouver Island. He had been thinking of an escort-mother ship to go along with the canoes. When he saw the plans for NOOTKA SOUND he decided that it was what he had been looking for. They both started building. That was in December 1973. Sam finished his boat in August 1974. Bob, who had less spare time, finished his about a year later.

Sam did some solo cruising, and Sam and Bob together cruised Kyouquot Sound, Nootka Sound and other waters of the west coast of Vancouver Island. They were well pleased with the boat's handling qualities and rough water performance.

In 1975 Sam cruised the length of the Strait of Georgia from Olympia to Desolation Sound, (a fabulous cruising area) and then back to Port Townsend, a month long cruise that covered close to 1,000 miles.

Bob finished his boat about the time of Sam's return from his long cruise. Eager for a cruise, he was about to head for the San Juan Islands and suggested that I come along. Sam generously invited me to take his boat, which was still in Port Townsend. A San Juan Island cruise had been a dream project of mine for many years. I briefly weighed duty against pleasure. Pleasure won and I accepted gladly.

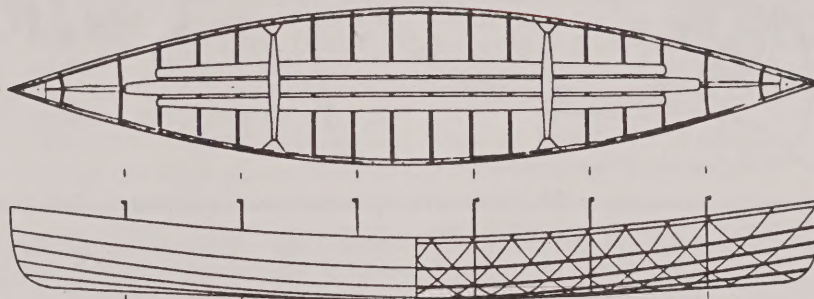
Our ten day cruise from September 15 took us from Port Townsend to all the larger islands and back down Puget Sound to Olympia. We took our time and visited points of interest along the way. The weather was good, the air and water clean and the natives friendly. It was a perfect cruise. Two people cruising together in identical small boats makes an arrangement that would be hard to beat.



Ultra Light Update

Snow Shoe 14

Geodesic KEVLAR Construction



Length 14'
Weight 20 lbs
Beam 32"
Depth 12 3/4" .. 19 1/2" ends
Keel 2 1/2" Rocker
Shape Shallow Vee

MONFORT ASSOCIATES
RFD 2 Box 1490
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Platt Monfort has backed off just a bit in his quest for ultimate lightness in a boat (see our April 15, 1984 issue) with his new Snowshoe 14. It is 14' long (not 10') and weighs in at 20 lbs (instead of 10 lbs), but is a bit rugged and less demanding to construct. Wood members have been beefed up a bit, there are fewer bits and pieces, and the Kevlar reinforcing strands are applied in a much simpler geometry with the tedious epoxy soaking process now not required. Materials cost for a complete canoe will now run about \$75. Platt's plans include full size station mold patterns and a comprehensive construction manual and a suppliers list. A materials kit is now available for \$195 which includes everything from plans on except for paint.

Back in April Platt decided to see for himself what happens to his ultra light craft when it strikes a rock. He paddled his 10' model in the Kenduskeag Stream Race at Bangor, ME. Right at the start he bounced off a couple of rocks, no leaks. At 6 mile falls (about a 3 foot drop over rocks) he had originally planned to portage around, but now decided to give it a go. Well, his lack of white-water experience sent him onto a ledge where much crunching and scraping was felt and heard. He figured the dainty dacron skin and tiny wooden stringers had had it so he just scrunched on over

the ledge and then headed to shore partly swamped. A demoralizing conclusion to a lighthearted experiment.

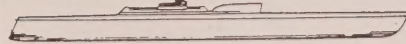
Examination of the tiny craft soon revealed no grounds for despair. A 2 x 2 chunk of the after stem had broken away. The dacron skin had an abraded spot the size of a dime at the foot of the fore stem. Three or four ribs were cracked. The spruce rub strip keel had been abraded considerably.

Platt deleted the lightening holes formerly drilled into the stem pieces. He added on a 1/8" strip of oak to the keel and right up both stems as a rub strake. A later trip through flooded trees, stumps and scraggy limbs on the high water of the Ipswich River gave him more snagging sorts of collisions but no major damage. He's decided his technique is a lot tougher than it seems it would be.

Platt does comment that the dacron skin will deteriorate in continuous exposure to direct sunlight unless it is painted with a UV screen paint (such as metallic aluminum) under the final finish. If the boat is not kept out in the sun except when in use, this is no problem at all.

Want to know more about Platt Monfort's new "heavier" canoe? You can write to him at RFD 2, Box 1490, Wiscasset, ME 04578 or phone him at (207) 882-5504.

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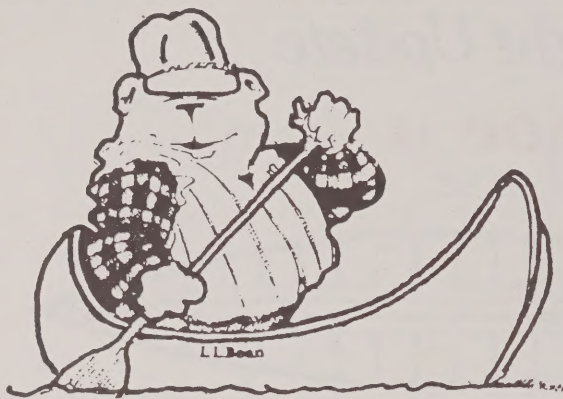
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L.L. Bean's Canoe Day

L.L. Bean sponsors the day, they call it Canoe Day, and it was on a sunny June 23rd on a river in Yarmouth, ME at the town waterworks. A full crew of salespeople were there along with just about every boat that Bean sells. People who came like I did could try out any of the boats, and obtain some instruction in canoeing technique. Additionally the obligatory race was held, about a 3 mile upstream and back affair that attracted about 75 participants. From 9 a.m. to 4 p.m. that river was busy with boats as several hundred people turned up to see what this canoeing is all about.

Well, I had never paddled a canoe so I took a 30 minute on-the-water basic paddling course. Maybe a dozen of those on hand admitted to such total lack of expertise, so we had a half dozen can-

oes out there trying out the basic strokes, learning how to turn, to stop, to backup. My partner in a big flat bottomed Mad River model was a young woman whose husband (boy friend?) suggested she NOT take the lesson with him. This other stranger (me) wasn't likely to yell at her. We did just fine and even if I had been a yellor, she gave no cause, we caught on quickly to those basic paddle strokes needed to move the canoe along. It's such simple seeming stuff but how long would it take the untutored to figure out why a "J" stroke keeps the canoe going straight, or how a "Pry" stroke can swing around bow or stern in tight going?

My real purpose was to get into some of the sea kayaks, for it was also a sea kayak day. Even on a river. The

try-out traffic was constant so I had to line myself up for a shot at the ones I thought looked interesting. I managed to do four in all, because I did take each upriver about a mile and back to get more than just that quick paddle around the dock impression.

Please be aware that my sum total of sea kayaking experience has been one 10 mile paddle along the shore of Gloucester and Rockport, MA on a mild flat sea day with Chuck Sutherland and some friends in one of Dunn's Greenland type boats. The experience had been ideal for a beginner and in sum I was attracted by it. So my comments here on the four boats I tried out at this L.L. Bean outing come right from the new guy with no preconceptions (for the most part). I did have one, I guess, and that was to stay with fairly beamy, stable cruising sorts of craft. I'm not ready to give the "sporty" Nordkapp type a shot yet.

The four I paddled were the new Aquaterra CHINOOK, the Eddyline ORCA MK. II, the Pacific Water Sports SEA OTTER and the Nautiraid RAID two seater folding kayak. The latter I paddled solo from the back seat, mostly because I wanted to see what one of these beamy two-up cruising collapsibles felt like.

I liked the CHINOOK and the ORCA best, the former just seemed to fit me really well and was so nimble yet stable feeling on this flat water (the breeze was no more than 10 knots). The latter wasn't quite so comfortable for me but it had a rudder which really was noticeably helpful even in the moderate breezes rounding the river bends. The SE OTTER unfortunately did not have a good setup for me for foot braces and had no rudder and was harder for me to feel comfortable with steering it along. All these three solo boats felt stable enough to me (again on flat water), I didn't feel I had to be always thinking about my balance (early bicycle riding experience).

The Nautiraid was, of course, a different experience. It was nice to just cruise back downriver leaned back at rest with the current and breeze propelling me along. I felt a small sail up there would have been really neat and they are available. The rudder pedals on this boat (which was not new, but a

The start of the race was a traffic jam of paddles (and one set of oars). The finish of the race was not, here the sea kayak winner leads the next two finishers in canoes by quite a stretch.



used one a customer had made available for the day) were set up too short for me (I'm 6' tall) and I did not wish to change the locations, they were clamped to the rudder wires quite securely. So I didn't really get to test the rudder. In the prevailing conditions it was just a convenience anyway, not a necessity.

The Nautiraids had a set of those long narrow Quill paddles, and I found I really liked them. Long and narrow, they were easy to use, propelled the boat along seemingly as well as the broad bladed ones, were useful with a slower stroke. And they didn't drip water on me, it was all too far away down the blades. I understand from kayak friends that these arouse some controversy amongst those in the know. The pitch is that they provide all day "expedition" propulsion that doesn't wear out your arms, shoulders, elbows, wrists like the broad flat short feathering paddles will. So they say. I'm not endorsing this, I'm just telling you what I heard. I did like them but I'm no serious kayaker out to go fast either.

Well, it was mostly canoes on the water, and the race was the same. But the sea kayak entry prevailed, with the first man home in a Nordkapp, followed at a distance by a match between two muscular young brutes in a Wenonah asymmetrical racing canoe and one short more middle aged guy in a Mad River solo canoe with a sort of seat/saddle amidships. He was slipstreaming the big boys just ahead of him, each time they'd do the stroke swap over "Ho" he'd swap too. But he couldn't overtake them. Kayaks made up most of the early finishers except that in about 6th or so came a rowboat. Yes, Rob Lincoln in his Little Rangely 14' rowing skiff. It was the ONLY rowboat there, and it was there because L.L. Bean sells it. Well, Rob's been doing the racing scene this year as part of his marketing effort and here he was trying to use oars in the middle of a nest of paddlers. "It

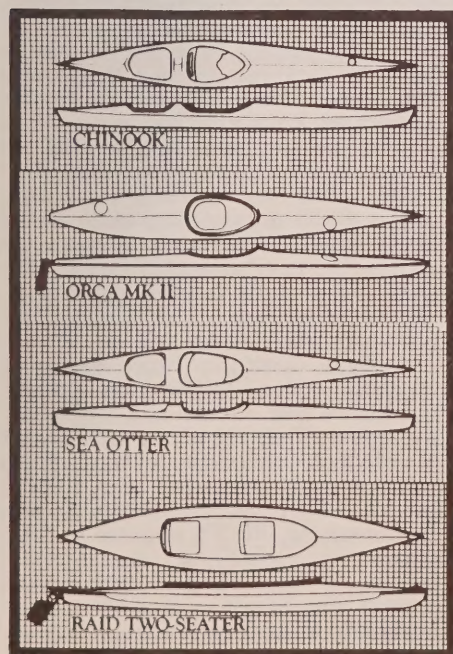
took nearly a mile to get clear of the canoes so I could get my back into pulling," Rob told us. "And the corners were really tight." Still, he beat all but a half dozen of the fastest kayaks and canoes, raising some eyebrows amongst the paddler cognoscenti. Up on the rusty old railroad bridge that formed the start finish line a couple of families awaited one two man kayak, which finished mid-field. When they did come across the finish, one woman remarked, "Wait'll I tell HIM that a ROWBOAT beat them." I suggested that maybe she ought to be more supportive of husband's dreams of glory. "You have no idea of all the macho

talk I've had to listen to all week," she explained. And so, off to deflate the balloon of macho illusions, needle at the ready.

I can highly recommend this sort of trade show to anyone who wants to find out if he will enjoy some form of boating, or if he is trying to decide on what boat to go for. The Small Boat Show, the Wooden Boat Show, this L.L. Bean Canoe Day, the Sea Kayak Symposium, these events give you a chance to try the merchandise out to help you make up your mind. No obligation. And fun.

Report & Photos by Bob Hicks.

Rob Lincoln fits his fixed outriggers to his Little Rangeley, later came home about 6th overall in the field of kayaks and canoes.



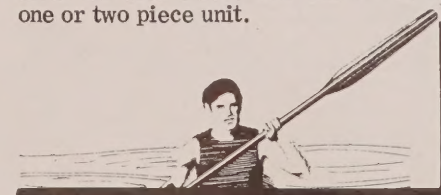
CHINOOK: This is the first of the new rotomolded kayaks, the plastic hull is formed in a very expensive metal mold that uses centrifugal force to create the tough, dense yet thin structure. This results in much less expensive of a boat, it comes in under \$600. The CHINOOK is 16' long, has a 24" beam and weighs 48 pounds. Available options include a hatch, bulkhead and rudder kit. It has a very TOUGH feeling to the plastic. Like, it will just bounce off anything. No cracks.

ORCA MK. II: This is a big stable sea kayak at 17' long, 25" beam, with lots of inside room. It has a rudder as standard with options including large flush bulkheads and hatches. The backrest can be adjusted for tilt, I like that idea, the small of my back after a while...

SEA OTTER: Another big kayak at 16' 2" length by 25" beam with a big bulkheaded compartment and large hatch and a removable bucket seat. There is an access port in the bow and a rudder kit is an option. It weighs 45 pounds.

NAUTIRAID TWO SEATER: This is the biggest of those I tried, of course, at 16' 6" length by 36" beam, weighing in at 70 pounds. It is very low profile and can be used solo. It folds up, and has flotation sponsons along each of the gunwales. Standard gear include the rudder, spraycover and skirts. It is expensive.

THE QUILL: This long skinny paddle is based on traditional eskimo types and is currently favored by adventurer John Dowd as it is non-feathering so it eases the strain on wrists on all-day expedition types of outings, and is easy to use all day at moderate stroke pace while still getting somewhere. It is long, almost ten feet (115") and can be had as one or two piece unit.





QUARTER MOON BOATS

*Beauty...
A Place
in History...
Performance!*

It's really not a canoe even though it is officially described as an International Ten Square Meter Canoe. This designation is a past British use of the term "canoe" to describe many forms of small craft. Really this boat resembles half a catamaran, and according to its builders is the fastest one-man monohull in sailing. Underway, with the one man crew way out to one side on the sliding seat/hiking board, the "canoe" resembles a catamaran in full flight with the airborne hull gone away.

Yes, this is a lively boat. We went to Barrington, RI in late June to watch some race in an event known as the "High Performance Regatta" put on by the local yacht club. There were such craft as 505's and similar racing dinghies crewed by two with trapezes and such gear for going fast. But we were interested in the IC's and there were only three of them. A disappointment to the three, but enough for us to absorb what sailing and racing this spectacular craft is like.

One of the three was sailed by Steve Clark. He builds them, has built about 30 to date. His present business operation in Warren, RI is known as Quarter Moon Boats and it is a partnership with Bruce Bender. Quarter Moon builds other craft besides the IC's, but they have a slogan in their sales material, "If a boat doesn't perform exceptionally well, it doesn't interest us, and we won't build it!" Well, that's pretty straightforward. So what else are they prepared to build, other than IC's, that meet this criteria? There's the DUCKER, Bruce Bender's modern adaptation of the traditional Delaware Ducker. The traditional lines, built cold molded, with a modern high aspect rig for sailing, long light oars for rowing. This is a FAST boat too despite its deceptively conventional looks. Then there's the INTERNATIONAL 14, a two man racing machine replete with a multitude of strings and trapeze rigs to keep it on its feet. Very fast. The BLACK SWAN launch isn't fast. It is an elegant long slender in-board type providing a smooth 12 knot performance with little water disturbance. On the boards now is the 28'

canoe yawl, again a performer but other than in blazing speed. This one has the Bender approach applied to the smaller DUCKER.

But, back to the IC. What a machine! A low narrow 17' hull, 3' 3" in beam, sort of a big sailboard with a short low foredeck. The hull is glass. The decks, sliding seat (from side to side, WAY, WAY OUT) and much of the bits and pieces cold molded wood. The spars graphite fiber tubes. The rig a bewildering (to this innocent) array of tiny stainless wires and skinny dacron lines. The sails, 107 square feet ultra high aspect ratio airfoil sort of stuff, main and jib.

How is it sailed? Aggressively. Downwind a bit of a stroll, just sitting there waiting for the next mark. But on reach and beat, oh boy! Acceleration that's hard to believe as the one man crew hikes way out to the side on his sliding seat to keep her upright and that airfoil grabs the breeze, the shallow hull up on an instant plane and away. The fastest boats tested out a number of years ago by Uffa Fox at around 16 knots. That's moving in a 17' boat!

You've got to be an athlete, and a trained one, to keep this boat upright and make her go. The three guys at the Barrington Regatta all confessed to many many tip-overs over several years of learning how to handle this potential. With this insight, your reporter made no effort whatever to sample the craft, just no sense in simply tipping over again and again. Steve Clark is an athlete and a trained one. He's twice placed as runner up in the IC World Championships and will be in Sweden as you read this trying to get to the top. Steve's been racing this boat for a decade and he does know how to make it go. And how to build it to go also. Since 1977 he has been building the boats, trading on his upstart reputation following his first World runner up placing, an unheard of achievement at that time for an American.

The IC is a one design as far as hull is concerned, and in 1986 the class will be 100 years old, so this is no recent hi-tech gimmick boat. The sailplan and deck configuration are open to restricted

development and it is in these areas that Steve applies his experience. When the builder can go out and wring out his boat at top levels of performance, he can apply his experience directly back to the craft.

Steve's comments on the IC are as follows: "Sailing the IC is a bit of a balancing act; the challenge is in basic sort of sailing, with no forgiveness and instant feedback. In many boats one makes a boatspeed adjustment and then waits a few minutes to see if one is gaining or losing on the fleet. In an IC one knows instantly. This de-emphasizes petty finessing and puts ability to maintain high speed right up front where it belongs." Steve is like that. He is a big articulate guy, well educated, obviously strong and well co-ordinated. He seems to be able to laugh off difficulty, at least for public consumption. At the Barrington regatta, Steve did not win, as he had "finished" one heat a lap too soon and lost too much distance, and had a minor technical problem (line jammed under sliding seat) in another. But he was philosophical about it. Laughing, joking, socializing. Maybe inside. . .

The nearest thing we've seen to the IC's performance were the iceboats last winter. They have a very similar appearance from afar and move out as rapidly coming up onto the wind. Of course the iceboat will go on to far higher speeds on the near zero drag ice, but the IC certainly presents that same sort of acceleration. We'd love to be on one for a ride but then (as on a ten speed bike racer) we'd totally destroy the performance potential. And to sail it alone? You gotta start young, not at 55.

Steve Clark met Bruce Bender at the 1983 Wooden Boat Show, where Bruce had his Ducker on hand as a TSCA boat for tryout. They hit it off, and decided to join their two modest building efforts into one firm. Bruce had been building the DUCKER in a three car garage over in Jamestown, RI. They moved to Barrington, and recently, when the old building they occupied was sold and they were evicted, they bought an old brick factory structure in nearby Warren. When we visited them they were in the middle of

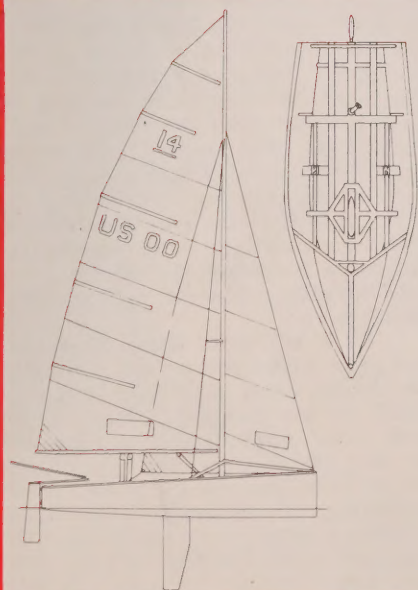
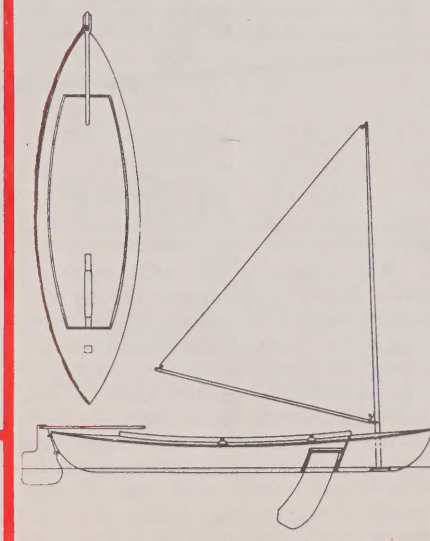
moving, no boats under construction as they transferred stuff from one place to the other. They expect to be set up again by early fall, and are, in the meantime, fabricating some of the bits and pieces of their boats (rudders, daggerboards, spars, etc.).

Bruce is a slight and much less openly exuberant guy than is Steve. He confesses to not yet having attempted to sail an I.C. but is drawn to its challenge. Bruce devotes much of his time to marketing and administration in the partnership while Steve builds and races. They are both very upbeat about their prospects. The boats are not inexpensive, they are not trying to attract bargain hunters. The I.C. runs up around \$6,000 depending on details, a recent customer was Ben Fuller of the Mystic Seaport, who was moving up from his 20 year old I.C to one of Quarter Moon's in an effort to upgrade his competitive placings. Ben spent the Barrington Regatta tuning up his new boat in preparation for his trip to Sweden, where he is not only competing, but also managing the U.S. team effort.

The new home of Quarter Moon Boats in Warren, RI.

The DUCKER, 15' x 4' 4" is not cheap either at \$4,250 complete for rowing or sailing, \$3,150 for rowing only. The INTERNATIONAL 14 can run anywhere from \$8,000 to \$12,000 as complete boats are highly customized to owner requirements. These are all a bit like thoroughbred race horses, fragile but exciting, high performing but expensive.

Looking over the two we particularly are attracted to, the IC and the DUCKER, we see the high performance and beauty and place in history that Steve and Bruce emphasize in their sales material. Both have long traditions behind them, both are lovely to look at, both perform in exhilarating fashion. The DUCKER, we could learn to sail that one, it's light and nimble and fast, but not so radical as the I.C. That one, we'll be happy to watch go by in the hands of a Steve Clark, it's sort of like watching a top downhill ski racer do his thing. Instead of gravity power, it's wind, but it's the skilled manipulation of a natural force in a beautiful manner that grabs you.



Who's doing this expedition? Four white water canoeists from New Hampshire, all otherwise "ordinary" people. Bill Zeller is the local school principal in Dunbarton and runs a sideline canoe business, Country Canoeists. He's the oldest (at 46) and most experienced, having done another sub-arctic expedition in 1981 on the George's River in north-

So it will cost about six weeks. And about \$1500 per person. The flight into Kasba Lake alone will be nearly \$2000 for the four and their gear, the bush pilot system is a costly one, but the only way. The Canadian government has taken an interest in the expedition and may be able to arrange a free train ride for everyone and everything from Montreal to The Pas before the June 30th departure. Given earlier notice, the gov-

ernment might have covered the whole cost. Why? They want to encourage this sort of "tourism" in the depressed and sparsely populated sub arctic. The indigenous eskimos have all been moved off the tundra into places like Baker Lake where they practice crafts industries with government subsidy. Should our four adventurers not have had to spend the money simply getting there and back, they'd maybe buy some of the eskimo artifacts and help the local economy. Canada has some very socialistic arrangements for dealing with poverty and unemployment.

Why this river? Well, it's not been done all that often since a man named James Tyrell did it in 1898 surveying it for the government. If the scope of this modern day expedition impresses you (it does me) consider one man alone in 1898 without charts. He successfully completed his survey and headed back to the railhead at Churchill along the western shore of Hudson's Bay, but it froze over before he made it, so he walked the last several hundred miles in the on-coming arctic winter. The things these early explorers did boggle the mind. So Bill chose this river for its historical significance, and its accessibility. Given the time constraints even a six week outing create, it was perhaps the most accessible significant wild river not commonly done, which ended up at a location one could fly out of.

Well, preparations have been going on since last October, and when you read this the four will be on the Kazan River. What do they consider the most serious potential dangers? They are all experienced white water canoeists. All have been on 7 to 10 day expeditions in northern Maine. Bill has done a wild river in the sub arctic before. Personal health is vital, avoiding injuries and sickness. Accurate navigation is prime. A look at the charts, wonderfully detailed for confusing areas, reveals a maze of interconnected lakes, ponds, marshes, rivers, brooks. It's a sponge, but a sup-

Bill Zeller, Rich Cook and Sonny Hunt try the fit of a custom canvas cover on one of the two Mad River expedition canoes they will take on their sub-arctic outing.



ersaturated one. The map illustrates how much water there is and just how simple it will be to take a wrong outlet from one of the major lakes on the route and then what? Landmarks are not very conspicuous in the barren "desert" of the tundra, it's flattish and empty except for the water. So, avoiding getting lost will be vital. The bigger lakes with the locally prevalent violent winds will also create potential problems. They'll be hugging shorelines, but on a lake 80 miles long with many islands and streams one will really have to be alert for the threat of strong winds of fluky nature, as well as to which stream is the correct exit to take.

Consider 600 miles on one river (albeit with all the lake interruptions). That's a trip from Boston to Cape Hatteras down the intra-coastal waterway. The river is a major one, in places over a mile wide, in others split into myriad smaller streams by islands. It has rapids, but no detail knowledge is available. A prior trip in the 1950's has provided some detail from its log, but not a whole lot.

So here we have a very real expedition undertaken by four qualified canoeists who are certainly not professional adventurers. They are confident that they will successfully negotiate this on their own, they do have along an EPIRB (Emergency Position Indicator Rescue Beacon) radio and some flares should help become necessary. While this is a river trip, they will be just as alone as if they were out in the North Atlantic somewhere as far as rescue is concerned.

They'll be bringing back a log of the trip and we'll be publishing their story later on in the year. For all of us who are armchair adventurers, the decision of four "ordinary" canoeists from our hi-tech urban society to retrace a trip one man did alone 80 years ago in the barren sub arctic of northern Canada is a fascinating one and a bit breathtaking as well.



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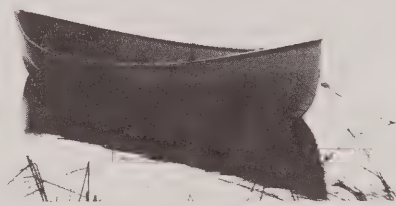
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What's happening...

AUGUST 18: HUDSON RIVER ANTIQUE & CLASSIC BOAT RENDEZVOUS, KINGSTON, NY.

A group of antique and classic boat owners have organized a Hudson River Chapter of the ACBS and plan their first event as a good time for owners and lovers of any sort of antique or classic craft. The event will be at the Hudson River Maritime Center at Ron-out Landing on the Hudson in Kingston, NY. Planned activities include a parade up Rondout Creek and a dinner cruise on the Hudson on the MARION T. BUDD. Owners may bring boats to display on land or in the water and a "People's Choice" award will be made. There is no registration fee. For more details contact Howard & Dolores Tubbs, 156 Roosevelt Rd. Hyde Park, NY 12538, phone (914) 229-5834.

AUGUST 25: TENTH ANNUAL SHORT SHIPS RACE, ROCKPORT, ME.

Bill Gribbel will again host this rowing race (and sailing regatta) near his home in Rockport. This year registration and sign in will be at the Rockport Marina. The first, short, race will be about 1.4 miles out around the red spindle and goes off at 8:30 a.m. The longer race, about 8 miles to Camden and back starts soon after the completion of the shorter event. The early times are intended to avoid the afternoon southwesterly that builds up. A sailing regatta for sailboats is also planned under the direction of Tiffany Sauren. Following all of this a chicken roast/barbeque picnic will be held at Bill's home on the cove at Beauchamp Point. The \$5 entry fee covers a boat and three crew. Additional crew are \$2 per person. Contact Bill Gribbel at (207) 236-3241 for further information.

AUGUST 26: ANNUAL MONOMY ISLAND CANOE TRIP, CHATHAM, MA.

Paddle out to, and explore, this bird sanctuary island off the elbow of Cape Cod. Contact Chuck Wright at (617) 564-4250 for further details.

SEPTEMBER 7-10: ADULT SAIL TRAINING WEEKEND, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

This is a weekend cruise for adults on the schooner BRILLIANT to learn celestial navigation. For further details contact the Education Department at the Museum, (203) 572-0711.

SEPTEMBER 8: SAILING CLASSES BEGIN, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

This starts a ten week (once a week) program of sailing instruction for children and adults at beginning, intermediate, advanced and racing levels. For more information contact the Education Department at the Museum at (203) 572-0711.

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SEPTEMBER 8-9: CANOE CAMPOUT AT FALMOUTH, MA.

This campout will be on Washburn Island, a tidal area. The group will explore Waquoit Bay and enjoy swimming, bird watching and a night paddle. Contact Chuck Wright at (617) 564-4250 for more details.

SEPTEMBER 9: GREAT ROUND GERRISH ISLAND RACE, KITTEERY POINT, ME.

An interesting rugged 6 mile row (or paddle or sail or any combination thereof) that takes one through salt marsh channels, harbor and along open seashore around Gerrish Island. Any sort of non-motorized craft may take part, but salt marsh section limits size to small boats and any sailing rig must be able to knockdown. Entry fee is \$1.50 per oar (!) and you can get further details from Lance Gunderson at (207) 439-9623. Beer and seafood cookout are included at conclusion of event.

SEPTEMBER 14 - 16: TRADITIONAL VESSEL WEEKEND AT STEAMBOAT DOC, ESSEX, CT.

Traditional plank on frame schooners and gaffers over 25 feet in length as well as marconi rigged craft of similar type and construction will engage in a number of races on the Connecticut River and out on nearby Long Island Sound. Smaller catboats and craft with gaff or lateen rigs will race in Essex harbor. Sponsors are the Connecticut River Foundation, Mount Gay and the Essex Boat Works, and headquarters for the weekend will be at the Foundation's River Museum, an 1878 steamboat warehouse on the river in Essex. Information and advanced registration are available by writing the Foundation, P.O. Box 261, Essex, CT 06426 or calling them at (203) 767-8269.

SEPTEMBER 15-19: WHITEWATER CANOE TRIP ON THE ALLAGASH.

Qualified whitewater canoeists can contact Bob Nixon at (617) 822-5768 for details and to confirm skill level.

SEPTEMBER 22-23: SACO RIVER CANOE OUTING.

For further particulars contact Judy O'Bryant at (617) 587-3370.

SEPTEMBER 20: 1930's SEAFARING FILMS, CUSTOM HOUSE MUSEUM, NEWBURYPORT, MA.

Giles Todd will show films from the 1930's as the Museum's indoor lecture series resume for the fall. Showing is at 8 p.m. at the Museum on Water St.

SEPTEMBER 22: SCHOONER RACE, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

About 30 schooners will rendezvous at the Seaport Friday night for a Saturday morning start of the race out on Long Island Sound. The schooners may be viewed by Museum visitors until about 6 p.m. on Saturday after the race is over. For further details contact the Museum at (203) 572-0711.

SEPTEMBER 22: IPSWICH RIVER CANOE TRIP & CLEANUP., TOPSFIELD, MA.

The Ipswich River Watershed Association sponsors this recreational and environmental day on the River for interested canoeists. For details call Ray at (617) 774-4493 or Jackie at (617) 887-9685 or Walt at (617) 887-8671.

SEPTEMBER 22: WATERFRONT DAY & SECOND ANNUAL MIGHTY MERRIMACK DORY RACE, NEWBURYPORT, MA.

The Custom House Museum will host its first Waterfront Day on the Merrimack River adjacent to its building at 25 Water St in Newburyport, MA. A feature will be the second annual Mighty Merrimack Dory Race, a five mile row from Lowell's Boat Shop in Amesbury downriver to the Museum waterfront. This is open only to wooden boats of traditional type up to 22' long. A \$4 pre-entry is charged per boat, \$6 post entry at Lowell's. Race time is 2 p.m. Information and entry forms can be obtained from the Custom House buryport, MA 01950. Onshore from noon to 5 p.m. will be small boat displays, food, drink, entertainment, and the Museum will be open for inspection of exhibits.

KATAHDIN LIVES

On July 4th at 5 p.m. the KATAHDIN (see January 15, 1984 issue) left her berth under her own power on Moosehead Lake, Maine, and cruised to Moose Island, Greenville Junction and then back to Greenville on her shakedown cruise following a year of extensive restoration work. Several problems turned up on the cruise, all of which are being taken care of in order to enable the ship to commence public cruises on the lake in August. Over 480 individuals contributed to the restoration as "Plank Owners" and 1500 souvenir advance tickets for KATE'S early cruises had been purchased. Attendance at KATE'S home base Moosehead Marine Museum in the town of Greenville has topped 1400 this season as of early July, by far the best year to date. Readers interested in more details on KATAHDIN cruises on Moosehead Lake should write to the Moosehead Marine Museum, Greenville, ME 04441.

ANTIQUE & CLASSIC BOAT GATHERINGS SCHEDULED FOR THE SUMMER

A number of meets for the antique and classic boats are on the summer calendar within reach of our New England readers.

AUGUST 18: Hudson River Antique & Classic Rendezvous, Rondout Landing, Kingston, NY. Contact Howard Tubbs at (914) 229-5834.

AUGUST 24-26: Adirondack Meet, Lake George, NY. Contact Jack Binley at (518) 543-6002.

AUGUST 25-26: Herreshoff Rendezvous, Bristol, RI. Contact Halsey Herreshoff at (401) 253-6660.

SEPTEMBER 9: Niagara Frontier ACBS Meet, Buffalo, NY. Contact Zeke Zeisz at (716) 695-1989.

ALDEN OCEAN SHELL MEETS FOR THE SUMMER:

Owners of Alden Ocean Shells and interested other persons can enjoy several outings in the next couple of months, as follows:

AUGUST 18-19: Martin Oarmaster Regatta, Schroon Lake, NY. Contact Pete Smith, RD #1, Box 65, River Rd. North Creek, NY 12853.

AUGUST 19: New Meadows River Cruise, Brunswick, ME. Contact John Chandler, Jr. 6 Brookmere Way, Brunswick, ME 04011.

For all information about the Alden Ocean Shell Association, contact Ernestine Bayer, 371 Washington Rd., Rye, NH 03870.

RADIO CONTROLLED MODEL SAILING YACHT RACING SCHEDULE

The model yacht racers have a full calendar of events in New England and nearby New York for the balance of August and September are:

SEPTEMBER 2: Summer Special, Stonington, CT (M). Contact Bob Weall at (203) 599-1644.

SEPTEMBER 3: Trigg Memorial, Needham, MA (EC-12). Contact Bob Francis at (617) 899-3662.

SEPTEMBER 8-9: ACCR, Port Washington, NY (M). Contact Richard Plaut at (212) 249-3772.

SEPTEMBER 8-9: Mayor's, Fort Adams Cup, Newport, RI (EC-12). Contact Mike Andrea, at (401) 724-5221.

SEPTEMBER 9: Randall Memorial, Springfield, MA (AB). Contact Bernie Gaudette at (413) 525-7316.

SEPTEMBER 15 & 16: Campbell Cup, Marblehead, MA (M). Contact John Snow at (617) 526-7856.

SEPTEMBER 22: Central Park Memorial, New York, NY (10R). Contact Richard Plaut at (212) 249-3772.

SEPTEMBER 22 & 23: MTRRA Championship, New York, NY (M). Contact Richard Plaut at (212) 249-3772.

SEPTEMBER 30: Chandler Hovey Cup, Marblehead, MA (M). Contact John Snow at (617) 526-7856.

(AB) - Any Boat, (M) - Marblehead, (EC-12) - East Coast 12, (S) - Star, (36-600) - Same.

SAILING CANOE RACING SCHEDULE

The canoe sailors of the American Canoe Association have a rather full calendar of races in New England and nearby New York and New Jersey for the coming season. If this sort of boating sounds interesting you can learn more by calling Larry Zuk in Concord, MA at (617) 369-6668.

AUGUST 18: ACA Class Regatta, Brooklyn, NY. (212) 768-9589.

AUGUST 19: Sebago Series #4, Sebago Lake, NY. (914) 657-8452.

AUGUST 25: NCSS Summer Series #4, Rumson, NJ (201) 842-6671.

AUGUST 26: ADK Trophy, Lake Sebago, NY. (914) 657-8452.

SEPTEMBER 1: National Championship, Lake Sebago, NY. (914) 657-8452.

SEPTEMBER 8: George Service Series #2, Brooklyn, NY. (212) 768-9589.

SEPTEMBER 9: Sebago Series #5, Lake Sebago, NY. (914) 657-8452.

SEPTEMBER 9: Great Round Gerish Island Race, Kittery, ME. (603) 772-2306.

SEPTEMBER 15-16: ACA Class Rally, Lake Massabesic, Auburn, NH. (617) 369-6668.

SEPTEMBER 16: Togetherness Trophy, Brooklyn, NY. (212) 768-9589.

SEPTEMBER 22-23: ACA-AMC Sailing Cruise & Camp, Damariscotta, ME. (617) 251-4971.

SEPTEMBER 23: Year End Sailing Cruise, Jamaica Bay, NY. (212) 768-9589.

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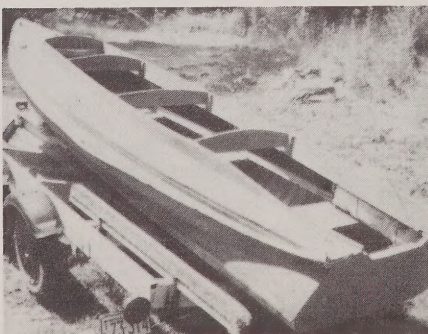
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16-1/2' SWAMPSCOTT SAILING DORY. Bristol condition, 3 cotton sails, Beachcomber style leg-o-mutton rig, yoke steering. \$1800. ED HAMMER, Newburyport, MA (617) 465-5184. (8)

2-CYLINDER KERMATH inboard engine, electric start, with transmission. Engine is not froze up, has been winterized in storage, probably will run. \$250. ED HAMMER, Newburyport, MA (617) 465-5184. (8)

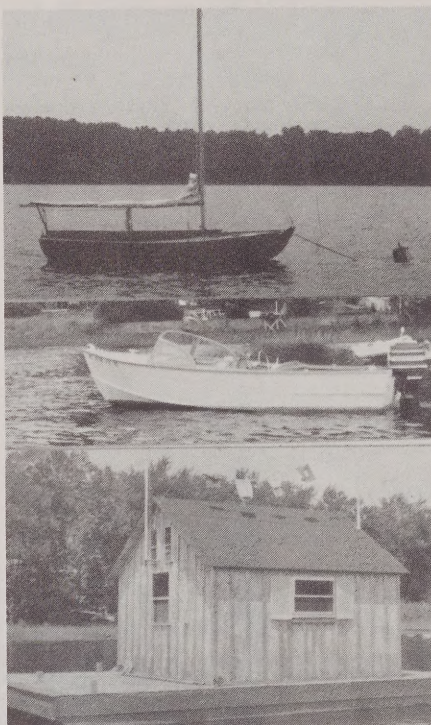
3-1/2 H.P WATAMOTA (British) outboard, runs on gasoline or kerosene. As is, \$200. RALPH JOHNSON, Ipswich, MA (617) 356-0164 eves, (617) 462-7409 days. (8)

BRAND NEW TOWN CLASS 16-1/2' daysailer, traditionally built in wood by original builder of Townies since 1932. Complete boat ready to sail away \$5995. Finished hull only without rig, hardware, rudder, centerboard, etc. ready to take all this gear from your tired old Townie, only \$3400. RALPH JOHNSON, Ipswich, MA (617) 356-0164 eves, (617) 462-7409 days. (8)



16' OLD TOWN square stern guide boat with sponsons. Glass & epoxy covered, tight, sound, good condition. \$1200. JAMES DUDLEY, Manchester, MA. (617) 526-7408 eves.

14



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FIBERGLASS ALCORT SAILFISH refinished mahogany bright work, generally gone through and in very good condition. \$375. Also, 18' Old Town Otca Canoe. Hull #152639. Built in 1949. Has been fiberglassed, interior very good, partial sail rig and other extras. Canoe in extremely good condition. \$875. EDWIN HUMPHREY, Mashpee, MA (617) 477-1351. (8)

BEETLE CAT SPARS, hardware, rudder and tiller, all in good condition. Will swap for boat, boat gear or cash. CHARLIE REIBEL, Shelburne, VT (802) 985-8197 or (802) 658-1120. (7)

25' CROSBY CATBOAT, c1913. Sloop rigged, newly rebuilt 30hp Grey Lugger freshwater cooled. New mast and rigging. New centerboard. Cedar on oak, fully equipped. MUST SELL, bought another boat.

ROSEMARIE PETRECCA, P.O. Box 386, Woods Hole, MA 02543. (617) 548-5474.

CHRIS CRAFT 26' day cruiser in good condition. Motor options: 6 cyl. 130hp in exc. cond. now installed or Chevy Crusader V8 225hp low hours but needing some work. \$1500 or \$1000 respectively. BOYD MEFFERD, Canton, CT. (203) 693-4811.

27' ATLANTIC LAUNCH, pre-1910. In good, restorable condition. Has 4-cyl Universal engine. Built in Amesbury, Mass. Asking \$3,000. LEON NOEL, Lincoln, NH (603) 745-3345 (8)

14' CLASSIC PEN YAN RUNABOUT, cedar on oak, mahogany and teak decked, very good condition. Needs paint and varnish. B/O. DAN HAMILTON, Concord, MA. (617) 369-2325. (8)

15-1/2' BOLGER SHARPIE, complete with sail rig, in fine shape, ready to go. \$500. LANCE GUNDERSON, Kittery Pt. ME (207) 439-9623. (8)

15' GROSLOUIS CANOE. White Cedar-Canvas canoe built by the Huron Indians of Quebec in 1957. Stored in an Adirondack boathouse for 27 years, museum condition. A classic Indian canoe for the collector. \$1200. Delivery possible. SCOTT LENHART, Saddle Brook, NJ (201) 796-9319. (7)

18' OCEAN ROWING SHELL. Small Craft Warning. Hardly used \$1000. APPLIEDORE POD. Rowing and sailing boat. West system. Almost new, completely equipped \$2300. JOAN FINK, Walpole, ME (207) 644-8329. (7)

26' KNOCKABOUT SLOOP, built in 1940 in Annapolis, thoroughly restored in 1984. Cedar on oak, spruce spars, ss rigging. Dacron sails. New keel, planking, ribs. \$6800, including 5 hp SeaGull. DAVID KELLAND, Lexington, MA (617) 253-5550 (7)

14' ROWING DORY SKIFF, new. Marine plywood, epoxy glassed, beautiful. \$950. RICHARD SMITH, 203 Delafield, Poughkeepsie, NY 12601. (7)

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27' WOODEN SAILING SHARPIE, large cockpit, small cuddy, very fast sailer, good condition, \$3800.00.
DAN BRAYTON, Marblehead, MA (617) 631-7003. (8)

CANOE-KAYAK PLANS: 16' wood/canvas, can be fiberglassed/ Free catalog. TRAILCRAFT, Box 392M, Concordia, KS 66901. (TF)

17' TOWN CLASS wooden sailboat, fiberglassed bottom, trailer. \$800/b.o.
KATHY PIERCE, Winchester, MA (617) 729-6691. (7)

28' "SWEDISH KINGS CRUISER" wooden sloop. A real beauty, mahogany planked, teak decks, sleeps 4, Volvo diesel engine, VHF. Asking \$12,000.00
MICHELLE MENO, Barrington, NH. Call (603) 664-5303 or 942-8759. Keep trying as owner is often away. (7)

WANTED: ENTHUSIASTIC PERSON who'll moor and use my 22' fiberglass Crotch Island Pinky so that I can sail it now and then -- boat is now not in use.
STEVE GRIMES, W. Roxbury, MA. (617) 426-8083 days. (7)

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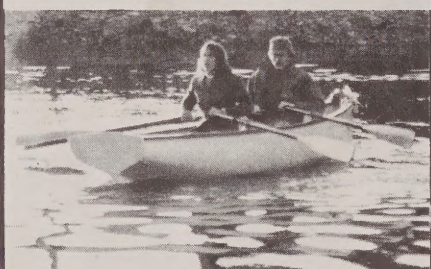
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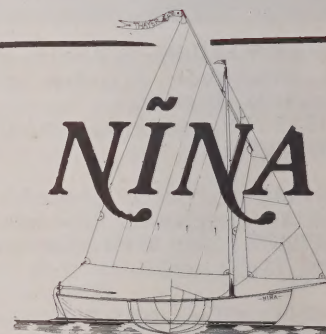


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